

Safety Depends Upon Brakes Being in Good Condition

Motorist Cannot Afford to Leave to Chance This
Most Important Part of His Car; How to Save
Linings and Yet Control Car

By H. Clifford Brokaw

Technical Director West Side Y. M. C. A. Automobile Schools.

Good brakes on the "old boat" are about the best form of life insurance the auto driver can have. In fact, they are about the most important part of the car. A pretty poor sort of engine will run the car, but to stop it requires the best there is to be had. "Pretty good" will not do in an emergency. You need a motor to get there, but without good brakes you may get too far. Like the orator, you need good terminal facilities.

There is nothing the matter with the brakes on most cars when they come from the factory. There will be little the matter with them at any time if they get the proper care—if oil is put on where it is needed and kept off where it is not needed, and if worn parts are renewed in time to prevent accident. The brakes will hold the car as long as they are in condition; they are sufficient for all needs so long as they are in order. It is the driver's business to see that they are kept in this condition before going out, even if he cannot take time to look after the motor. It may be a matter of life and death before the garage is reached again.

Every car has two sets of brakes, operating independently of each other and either one should be in shape to hold the car at a standstill, or, in chauffeur phrasing, "slide the wheels." There are other means of braking on the car which will be mentioned later. But the average owner is careless about the brakes. Recently I rode in a car where the driver was afraid to trust either set. The foot brake held under ordinary conditions, but was no good for a sudden emergency stop. The hand brake would hold the car as long as you held the lever, but could not be set, as the ratchet was worn and every time we stopped on a grade I held the lever unless there was a convenient curb to run the wheel against.

Some time ago, out in the country, I came across a smashed new Ford which on a long hill had burned out the brake lining, because the driver did not know, or forgot, that there was another set of brakes which he could use. He might have cut off the ignition and pressed the first speed pedal, which would have kept him at moderate speed by engine compression, or, with this particular car, might have pushed the reverse pedal, which would have been better still.

Drivers should learn to use first the foot and then the emergency brake on long hills. This alternating allows each in turn to cool off, for where there is so much friction heat cannot be avoided, and only by alternating the brakes is there safety from burned out linings.

The driver should learn also how to use the engine as a brake. By engaging a lower gear and cutting off the ignition the engine under compression will retard the speed sufficiently so that moderate use of the foot brake is enough for safety. Likewise safety calls for slow speed in descending a long hill, as less heat is developed, or at least it is developed more slowly.

Brake linings nowadays do not actually burn out, being made of an asbestos composition. But they char and lose frictional qualities and the fabric

of the brakes, if not the bands. There are many bearings and usually they are oiled with a squirt can. There is not much motion in any of the bearings, but it is fairly constant. Notice when driving, in the city particularly, the number of times the brake is applied, and remember just how the action is taking place in the mechanism. It will make you realize lubrication necessities.

If you do not know where to oil the brakes, look up the lubrication chart of your car in the manufacturer's instruction book and then locate each bearing by inspection. You will find that they collect plenty of road dust which needs to be removed, for this grit makes excessive wear, and wear means a weak part which may break when you need it most.

The springs which hold the brake bands clear of the drums need attention occasionally to see that they do their duty and are not broken. Another thing to watch is the condition of the brake lining. It may become greasy and will not grip the drum. The garage man will burn out the grease with a torch after removing the bands, and you can save this expense by doing it yourself. Soak it in kerosene and apply a match if you have no torch.

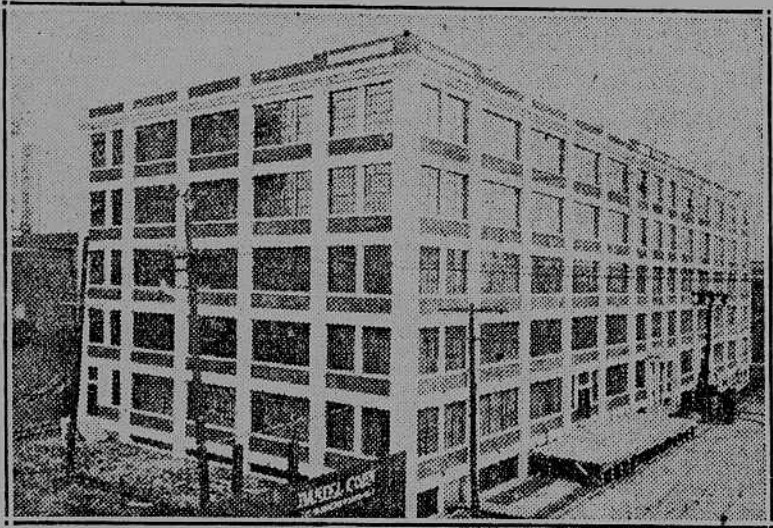
The linings wear thin, also, so that the retaining rivets score the drum. Better let the repair man replace the linings, but if you are far from that individual and mechanically inclined, you may do the job if you can get the proper lining material, and remember to countersink the rivets. But it is a job better left to the experienced mechanic.

Perfect safety may be had only by observing the foregoing and by keeping the brakes adjusted to work evenly on each rear wheel. Adjustments are made in front of each brake band and on the brake linkage. To adjust, jack up the rear wheels, set the brake and turn the adjustment until each brake when applied holds the two wheels with equal force.

Getting Some Mileage

Four full years of service from two United States Nobby Tread tires is the record reported by Benjamin F. Rich, of North Chatham, Mass., who put these two tires on a Ford truck. He has used them every business day, winter and summer. One of them gave out a few days ago, after giving 38,000 miles, but the other is still going.

Big Warehouse for Goodrich



The above building, at Fifteenth Street and Park Avenue, Hoboken, was recently leased by the B. F. Goodrich Rubber Company for the storage of finished stock, which embraces practically everything that is made of rubber, including pneumatic and solid tires, mechanical rubber goods, rubber footwear and rubber insulated wire.

The building is of modern fireproof construction and has a frontage of 250 feet and a depth of 100 feet, with a net storage space of 140,000 square feet. Direct connections with shipping terminals facilitate quicker and more efficient traffic service for the thousands of Goodrich dealers in the metropolitan and outlying districts.

Hitting on All Twelve

by C. E. Scharps

There seems to be no let-up in the picking on automobile owners and drivers. The orders issued to the police reserves to make sidewalk reports of violations observed certainly ought to result in an enormous increase of petty business of an extremely small time nature for the traffic court. Not only that, but it is very doubtful whether the kind and character of violations so observed is likely to be of importance enough to justify the issuance of summonses and the clogging up of the courts to the extent that will certainly result from encouraging police reserves to go gumshoeing for automobile offenders.

Magistrate House's example to the contrary notwithstanding, there isn't a cent's worth of value in sidewalk testimony as to speeding cases. No fair judge would ever hold a man on a charge based on a pedestrian's cursory estimate of a man's speed, almost regardless of how expert the complainant might prove to be as to judging speed.

The amount of attention directed by police authorities to automobile affairs almost daily is serving to clinch the impression in the public mind that the automobilist is a dangerous character. An automobilist, you know, may be one of your best friends and acquaintances, and you may regard him, when dismounted, as a pretty nice fellow and one who wouldn't do anything to anybody. But, when you come to regard him in the light of what you hear said by officials about his class, you certainly get the impression that this same fellow you think you know well enough is a very bad and dangerous person. That is, if you believe everything that is stated about motorists as a class by such thoroughly unjudged persons as those who arrest them and those others who judge them, or, rather, not judge, but sentence them when they are arrested.

One main difference between automobile traffic and street railway traffic is that there is a constant increase in the amount of rolling stock in automobile traffic. Automobilists, being charged with the duty of looking out for their own traffic interests, attend to them by getting more cars. People who run the street railways, being only public servants, don't increase the number of cars. Therefore, even if there is an increase in the number of accidents caused by automobiles, this increase is proportionately nowhere near as great as the increased number of automobiles, and probably does not represent as large an increase as in the case of street railways. This is a point too often lost sight of. Of course, averages in statistics make no difference to the man who is fatally hurt by an automobile, and there are, unfortunately, a great many cases of persons who are unnecessarily so injured.

In the main, however, the automobilist is not a person who puts in his time maiming and slaying, and if there were less of a hue and cry raised against motorists by persons who seem to regard it as necessary and important they should continually pick on the man who owns a car the chances are that accidents would tend to decrease. It is certainly not soothing to the state of mind of any person to

Transportation Idea

Helps Small Cars

"Wealthy men—those able to afford any make of motor car—are turning from the heavy, luxurious and expensive car to the sturdy, medium sized, economical one," says F. L. Sanford, of the Dort Motor Car Company, local distributor for Dort cars. "This season sees an increasing number of rich men selecting medium priced automobiles for their own personal use. Most of them have larger cars for touring

and general family driving, but for their own business needs they like the medium sized car.

"The point many of these wealthy men make is that a medium sized car offers them every convenience in the way of comfort, speed and durability, and does it at a moderate price. They are good enough business men to realize that for business driving, short trips to the links, and general transportation, a car of this type is the best. "Moreover many of these men prefer to drive their own cars. They get a lot of exhilaration and pleasure from handling the wheel themselves. Having

a big heavy automobile for pleasure driving is a luxury that a well-to-do family can afford. But using this car for short runs is wasteful without compensating advantages.

"Business men view the automobile to-day as it ought to be considered. They look at it from the angle of transportation. Like railroads, electric cars and other public conveyances, they measure the motor car on a basis of what it will do for a given cost and in comparison with the rest of the automobiles on the market. Paying for pleasure, they say, is different from paying for work, and the cars they drive every day are 'work cars' to them."



We Want Your Criticism

EVERY car owner has his own motor car ideals—knows in his own mind how good a car should be and what it should be able to do.

You have such ideals. And we are anxious for you to tell us whether the new-style Winton Six measures up to them.

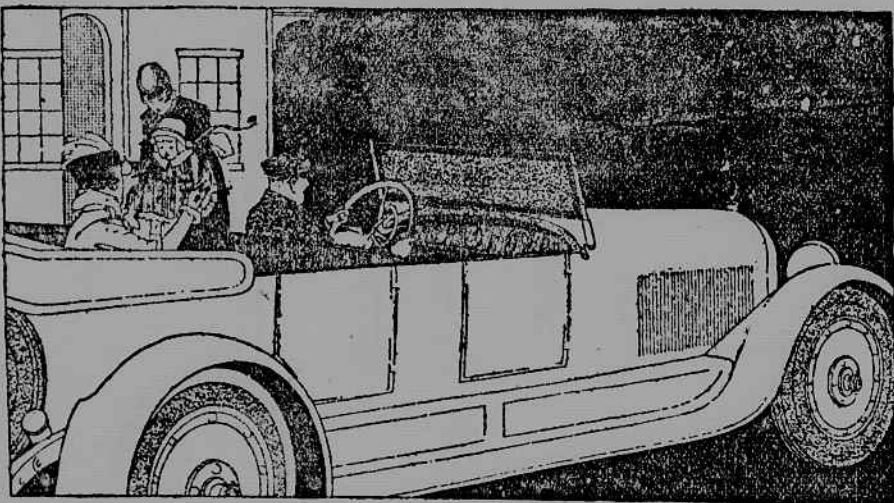
Frankly, this car has amazed us: but we are probably prejudiced. We never saw an automobile more beautiful to look at or more delightful to drive or to ride in. We think it marvelous.

Perhaps you will agree with us. We even believe that you will. But what we want is to have you see this car, and try it, and then tell us what you actually think about it. Simply telephone.

The Winton Company

Broadway at 70th Street
Telephone Columbus 3580

JORDAN



People Demand Light Weight

Thousands of owners now know that Jordan cars possess that peculiar quality of balance which cannot be attained in cars weighing from twelve to fifteen hundred pounds more—nor in extremely light cars of short wheel base.

People demand light weight—but not too light. There must be no ruinous side sway—no jerky up and down vibration.

The new Jordan Silhouette is the lightest car on the road for its wheel base—but perfectly balanced—accurately suspended. Its whole tendency is toward forward movement without side sway.

Many a man who felt it necessary to pay a high price and get a heavy car in order to attain reliability has chosen the Jordan because it combined quality with light weight and perfect balance.

The body is all-aluminum. Smart French angle at dash. Perfectly flat top-edge—without a trace of bevel. Gun metal instrument board. Artistic hardware. Innovation in tonneau equipment. Tailored top. Character in every detail.

The Silhouette finished in Brewster Green or Burgundy Old Wine is built in both four and seven passenger capacities.

McCurdy - Brainard Co., Inc.

1895 Broadway New York Columbus 6812
Philadelphia Pittsburg

JORDAN MOTOR CAR COMPANY, CLEVELAND, OHIO

An alarm clock has more wheel base than a watch, but—it isn't as nifty and it doesn't keep as good time.

Proving that mere size is no criterion of quality. If, on the other hand, you want sheer power to perform then we have a basis for argument. And our brief is the car itself. The court before which we wish to try the merits of our case is the open road. And we want your family for a jury and you for the judge.

When does the case come up on the docket?

You are the judge, remember, and "Your Honor," we are ready for trial.

There's the little old phone. When?

Call Circle 4840.

F. W. Wright, Inc., 225 West 57th Street.

Factory Address
THE ALLEN MOTOR COMPANY
Columbus, Ohio



DODGE BROTHERS BUSINESS CAR

Business men count upon continuity of service from this car with the same certainty they count upon an unusually low haulage cost.

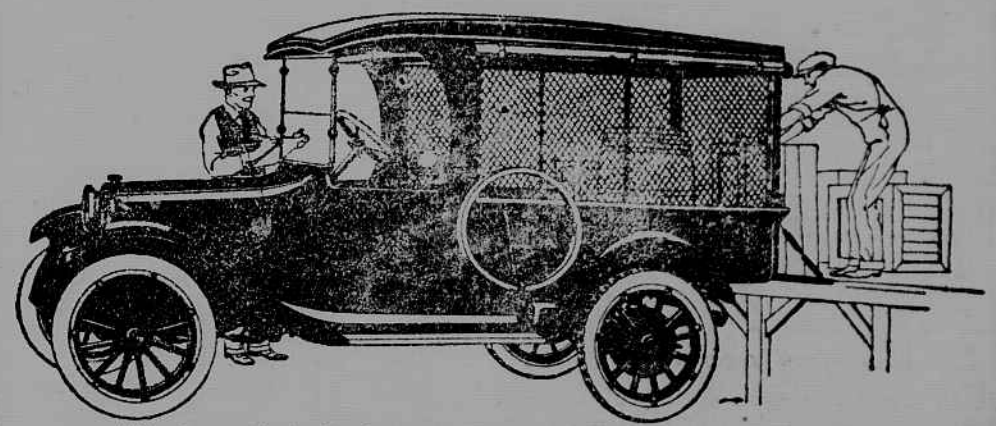
Both factors have come to be regarded as certainties in the two years the car has been in use.

It will pay you to visit us and examine this car.

NEW YORK
Colt-Stratton Company
109 West 64th St.

BROOKLYN and LONG ISLAND
Bishop, McCormick & Bishop
20 Halsey St. at Bedford Ave.

NEWARK
Bonnell Motor Car Co.
39-47 Sussex Ave.



"Roads are the tools of industry. Build them, that industry may furnish employment for labor."